

## Army Air Chief Fights Gale in Plunging Plane

(Continued from page one)

ing and apparently about over Indian Head, Md. "At first, before we knew what was happening we were caught in the midst of a terrific wind with hail or rain and plenty of lightning and thunder. The wind was coming from the north in great gusts, causing my ship to twist and dip badly. Captain Ocker was behind me, but we could scarcely see a ship's length ahead of us. It was like driving into a solid wall of black.

"It was apparent that we had our choice of three alternatives. One was to land at once, with practical certainty a bad crash; another was to turn and try to get back to a landing at Langley Field, but in the storm that course entailed a danger of missing the field and being blown out to sea. The last alternative was to try to go around it or between two storm areas. This I decided to do.

"In the meantime my ship was being thrown into a succession of spinning dives, some of them 300 feet long, and it was during one of these that the problem of turning away from the storm was solved for me, for when I came out of it I was heading on the return path.

"I estimated that the wind must have been blowing at least 100 miles an hour, and, for my plane, with the engine full open, should have been doing 100 miles an hour, and actually was hardly making lower against the wind. I have been in some bad storms in the time I have been flying; I have seen a storm under me blowing trees and houses about as if they were in such a storm as that.

"We recrossed the Potomac and

mer German warships off the Virginia Capes next month.

**Centralization Advocated To Limit Air Dangers**

**General Mitchell Suggests Radio Warnings as One Phase of Possible Safety System**

WASHINGTON, May 29.—Centralized control of all aerial activities under direction of experienced fliers should be the first step taken to prevent the indefinite repetition of such accidents as the crash of the army Curtiss-Eagle ambulance plane near here yesterday, in the opinion of Brigadier General Mitchell, assistant chief of the army air service.

"It remains for us to seek out the lesson in this terrible affair and to profit by it, to the end that more precious lives may not be sacrificed," said General Mitchell. "To my mind the lesson is obvious. These accidents, costly in lives and greater loss of money, have not been uncommon, and they will continue to occur until we have the control of aviation and place that control in the hands of men who are themselves fliers and familiar with the problems and dangers of the air game."

**Radio Service Advocated**

The first step that should be taken after the establishment of the centralized aerial control, General Mitchell said, should be the mapping out and proper marking of regular air routes and the organization of an efficient radio service to give flying directions and meteorological data to planes while they are in the air.

"It must be remembered," the officer said, "that from the time the big Eagle plane left Langley Field for Bolling Field, although there were terrific storms all around Washington and in its path, there was no established way for the pilot to tell him that he was driving his ship toward danger. In my opinion, Lieutenant Ames was a real radio pilot, for he had been such a radio service to warn him of the area and intensity of the storm he could easily have turned away from it."

**Sees Chance for Boy Scouts**

General Mitchell would also enlist the services of the thousands of Boy Scouts in the country in helping to mark air fields and routes and gather data for fliers.

The accident is the worst in the history of aviation in this country, either for military or for civilian, he declared. "There have been worse crashes in Europe, I believe, but in all the annals of flying in the United States I can recall no accident that resulted in such a terrific loss of life."

"Of course, the risk of death is a thing that the aviator faces daily. The man who flies realizes that he takes chances as he takes them daily, in peace as well as in war. The loss of life is all the more deplorable because the victims are men whose loss will be keenly felt, not only by their families but by the people. We owe it to these dead to do what we can to remove the risk from flying, and, in my opinion, centralization will go farthest toward doing that."

**Dead Colonel a Hero; Others Are Prominent**

**A. G. Batchelder a Martyr to Air Development; Connolly an Aviation Officer in War**

The airplane crash in Maryland carried to death several men who had achieved national prominence. Lieutenant Colonel Archie Miller, A. G. Batchelder and Maurice Connolly had distinguished themselves particularly in aeronautics as well as in other lines.

Lieutenant Colonel Miller was a regular army officer, with a service record in the Spanish-American War that gained for him the Congressional Medal of Honor, and he also had won further distinction in the World War. When war with Germany was declared he was executive officer of the aviation division of the army. Later he was assigned to Mitchell Field, where he commanded all the air force in the United States. The Medal of Honor which he won in the Philippines was awarded for heroic action under fire with a machine gun battery. He was forty-three years old. His home was in Washington, D. C., a wife, who formerly was Madeline Whitsett, of that city, and two children, a son, Whitsett, and a daughter, Caroline.

**Martyr to Air Science**

Mr. Batchelder died a martyr to the cause of the use of aerodynamics in national defense. As a member of the board of governors of the Aero Club of America, he was actively interested in the development of aviation, and an advocate of the upbuilding of a strong air force. Mr. Batchelder was also executive chairman of the American Automobile Association in this country. His capacity was largely responsible for the good roads movement in the United States. It was his influence which brought the membership of the A. A. A. to 500,000, and his leading factor in obtaining improved roads throughout the country. Mr. Batchelder had been planning to go to a good roads convention in Salt Lake City next week. His home was in Summit, N. J., although for several years he had lived in Washington, where he was a member of the Chevy Chase Club, the National Press Club and the Society of Automotive Engineers. Mr. Batchelder was a former newspaper man, born in Attica, N. Y., forty-one years ago.

**Connolly Former Major**

Mr. Connolly was formerly a member of the nation's House of Representatives from Iowa, but since 1917 he had been actively interested in aviation and was recognized as a leader in it. At the time of the accident he was Washington representative of the Curtiss Airplane Company. During the war he served as a major in the air force, stationed at Camp Meade, Md., and at Fairchild, Ohio, and at Haverhill, Mass. He was educated in Cornell and New York University and served in the Sixty-third Congress, before being re-elected. Mr. Connolly then engaged in the manufacture of airplanes until America entered the war. He held many honors, including the Distinguished Flying Cross, and was decorated by the United States government and twice by the French government. He had been stationed at Langley Field.

Lieut. Cleveland W. McDermott, of Syracuse, served in the British and American air forces in France, bringing down several German planes. In recognition of this feat, he was decorated by the United States government and twice by the French government. He had been stationed at Langley Field.

Lieut. Ames also had seen war service with the British air forces, but later joined the American army. He had been stationed at Bolling Field where he was regarded as an authority on the testing of airplane engines. Lieutenant Ames' death was a great loss to the army air service. He had been transferred from Kelly Field, Tex., to Langley Field. Both he and Lieutenant McDermott had been planning to engage in the bombing of

**Hourly Air Trips, N. Y. To Atlantic City, Planned**

ATLANTIC CITY, May 29.—Beginning June 15 twelve giant airplanes, each equipped with two motors developing 900 horsepower, with luxurious enclosed cabins, wireless communication, wireless operator and crew will make hourly trips on a fixed schedule between this city and New York.

The first trial trip was made today by one of the monster express planes carrying twenty-three persons, including several naval officers and engineers. The passage was made successfully from New York to the Inlet in fifty-seven minutes. Landing two of the passengers here at the Inlet, the plane continued to Norfolk. While en route wireless messages were sent to several points and to ships at sea, answers being received without difficulty. The planes, the largest commercial flying ships in the world, are of the F-T and L-T types and were formerly naval express cruisers owned by the government.

The company is the Seaboard Consolidated Air Line, headed by Stanley E. Hubbard, president, a pioneer flier, who was at the helm during part of the initial trip to-day.

**Curtiss Says Eagle Had Perfect Safety Record**

GARDEN CITY, L. I., May 29.—Glenn H. Curtiss issued a statement this afternoon on behalf of the Curtiss Aeroplane and Motor Corporation, of Garden City, in connection with the army Curtiss-Eagle plane which crashed to the earth last night near Morgantown, Md., killing the seven passengers.

"According to the reports we have received," said the statement, "the Eagle was caught in a terrific electrical storm. There is no other plausible explanation of the accident. The airplane was either struck by lightning or wrecked in the gale. The Eagle in civilian and official use has had a record of perfect safety. We have no investigators at work at present to obtain a more definite report to-morrow."

**Second Hand Furniture Shops Sell Old Airplane Propellers**

LONDON, May 17 (By Mail).—What use can be found for disused airplane propellers? asks The London Morning Post. In a second hand furniture shop off Kingsway they are being sold, those with two blades at 5s. each, those with four at 7s. 6d.

The great blades, twelve or fifteen feet long, are made of mahogany and walnut, and are beautifully varnished, turned, and varnished. In the middle of the war, when Britain was struggling for supremacy in the air, these propellers probably were worth more than the number of shillings they were being asked for, but to-day they are for sale at less than the value of the wood.

**Fishermen Ignore S O S**

A catboat with four young men on board entering Sheepshead Bay yesterday became unmanageable during a heavy rain and wind storm. The boat was driven toward the beach and threatened with destruction. A fleet of motor boats, returning from the fishing grounds, did not heed the S O S of the frantic captain, who was shouting and waving both arms for help.

The fourth motor launch of the passing flotilla was the Let's Go, with Captain John J. Whalen at the helm. Mr. Whalen lost no time in rendering assistance. A small boat put out from the beach, carrying a tow line of disabled craft, which was used to tow the stern of the Let's Go, and towed to the mooring place at the Sheepshead Yacht Club landing.

Mr. Whalen is the general traffic manager of the Postal Telegraph Cable Company.

**African Miners' Wages Cut**

JOHANNESBURG, South Africa, May 29.—The Chamber of Mines has announced that it proposes to reduce the wages of miners in the gold fields by eighteen shillings weekly, owing to depression in the industry. The miners have requested time in which to consider the matter.

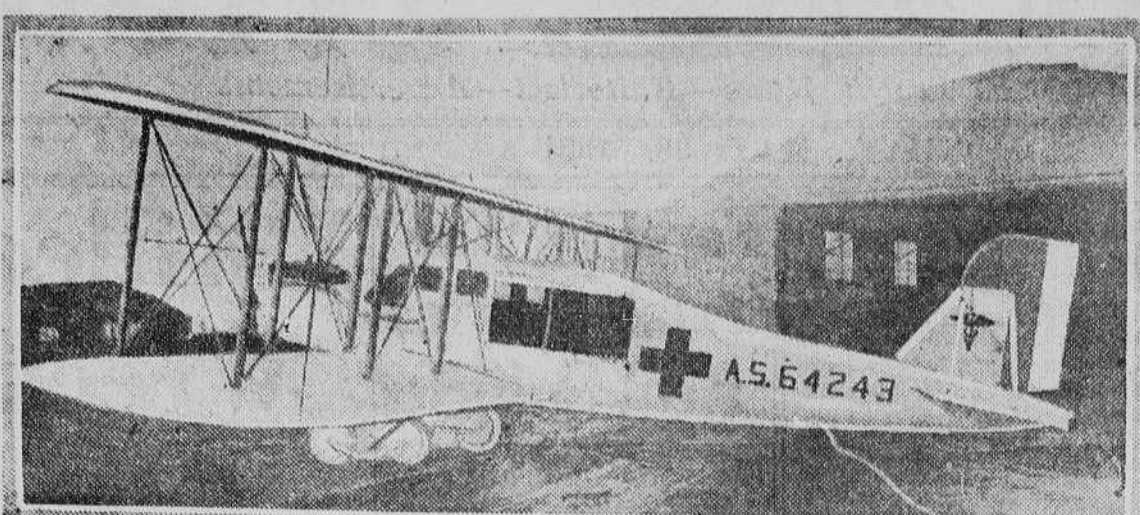
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## Plane in Which 7 Lost Lives and 2 of the Dead



The Curtiss Eagle, recently transformed into an ambulance plane for army use.

When he arrived at his home after having been in the air more than six hours during the day General Mitchell learned that Captain B. S. Wright, who had started at about the same time he did from Langley Field in a Fokker plane, had crashed at Rock Point, Md., and was being rescued. General Mitchell immediately flew to Rock Point by motor, where he found Captain Wright uninjured but the Fokker demolished.

It was not until his return home at 2 o'clock this morning, after bringing Captain Wright back to the city, that the General received his first information regarding the fatal crash of the Big Eagle.

**Congress to Rush Bill to Build Ship To Carry Airplanes**

**Advantage Gained by Nations Which Have Vessels to Transport Aerial Fighting Craft Startles Navy Men**

From The Tribune's Washington Bureau.

WASHINGTON, May 29.—Administration leaders in Congress have determined to put through as speedily as possible legislation authorizing the immediate construction of an airplane carrying ship for the navy as large and modern as any afloat, it was learned to-day.

It was agreed soon after the present session of Congress closed that a special session of Congress should be provided to round out the fleet, but the decision to lose no time has come with information furnished the House Committee on Naval Affairs by Admiral Robert B. Coontz, chief of naval operations, which shows several other nations are in this respect far ahead of the United States.

The data furnished Congress show Great Britain already has seven of these ships capable of carrying hundreds of bombs and fighting planes, and where on the seas. France has three and both Italy and Japan one each. In the face of the extensive building of this type of fighting craft by other countries, the United States is almost behind. It is in this arm of the service, as it has no vessel specially constructed as an airplane carrier, and but one vessel, the Langley, which is being converted for use as a carrier from an old collier.

The vessel is wholly deficient in speed and will be useful only for experimental purposes.

The pressure from Secretary Denby and the navy chiefs at authorizing the construction of a modern carrier was reported favorably during the last week by the House Committee on Naval Affairs. It provided through modification of the 1918 building program, that \$24,000,000 will be made available for this purpose. House leaders intend to put the measure through as soon as possible, and it is hoped to send it to the President within the next three weeks.

The committee's report says that the navy's old carrier, the Langley, is being modified to meet the needs of the Navy Department to abandon the construction of twelve of the torpedo-bomb destroyers, which had been previously authorized. This means a reduction in the ultimate cost of that program of approximately \$24,000,000.

**4 Hurt When Airplane Runs Into Boxes at Fair**

**Special Dispatch to The Tribune**

MILWAUKEE, May 29.—The lives of hundreds of persons were endangered as the State Fair grounds to-day when an airplane, piloted by Alvis Speers, ran into the boxes surrounding the race track. Four persons were injured, one a woman.

At Wilson was to make a leap from an automobile driven by Louis Disbrow to the airplane. As the car came tearing down the track with the airplane flying above it, the car struck a box from the plane caught in an exhaust pipe on Disbrow's machine. The plane climbed, the auto was turned around, and the pilot, as he was climbing, disintegrated the ladder. As he did so the airplane suddenly veered, straightened out and dashed into the boxes. Five thousand persons were in the grandstand. The machine traveled only twenty-five feet and was demolished.

Four injured were sent to city hospitals. All will recover. Ten minutes afterward the auto drivers resumed their races.

**Balance of German Gold To Reach Paris To-day**

BERLIN, May 29 (By The Associated Press).—If the train carrying the special courier of the German government arrives at Paris on schedule time, the balance of German gold, which Monday will come into possession of the equivalent of 840,000,000 gold marks, the balance due from Germany on the first ultimatum payment, will be paid in full.

Each of the notes, twenty in number, bears the endorsement of the Deutsche Bank, the Dresdner Bank, the Darmstädter Bank, the Disconto Bank, four leading banks of Germany. Berlin, who volunteered their joint guaranty in return for the government's assurance that the notes would be redeemed at maturity without holding the banks materially responsible.

The courier, who left Berlin last night, carried the notes in an insignificant looking wadded tuck away in an inside pocket.

The 1,000,000,000 gold marks, which Germany will have paid as the first installment within the time specified by the Allied ultimatum, represent a bulwark of 400,000 kilograms, for which forty ordinary German freight cars would have been needed, if Germany had been called upon to pay in gold.

**Premier Witos Resigns In Polish Cabinet Crisis**

**President Pilsudski Urges He Reconsider and Renew His Efforts to Rebuild Ministry**

WARSAW, May 29 (By The Associated Press).—The Polish Cabinet crisis, due in part to the inability of the government to solve the Upper Silesian problem, which has been developing unfavorably to Poland, has reached a stage which caused Premier Witos to tender his resignation to President Pilsudski. The resignation, however, has not yet been accepted, and it is said in political circles to-day that the President will endeavor to persuade the Premier to withdraw his resignation and renew his efforts to reconstruct the Cabinet. Already the Cabinet has suffered the withdrawal of three of the ministers—the Foreign Minister, Prince Sapieha; the Minister of Labor and the Minister of Agriculture.

The press generally is urging Premier Witos to reconsider for the time being his decision to resign, and similar efforts are also being made to induce Prince Sapieha to resume his position as the Foreign Minister until the Silesian crisis is past.

Owing to the unsettled state of affairs the Polish mark, which began to bogging a fortnight ago, reached the lowest level yet yesterday, being quoted at 1,000 marks to the dollar.

**French Want Order First**

PARIS, May 29 (By The Associated Press).—The French government, in its question, indicated that it considered the first thing necessary was to restore order and the authority of the Inter-Allied Commission in Upper Silesia, it was official setting for to-day.

The note set forth while these things remained undone and the German and Polish hands were face to face no decision that would be reached by the proposed Supreme Council meeting at Boulogne would be likely to be accepted. The Poles, however, were now showing a disposition to submit to Allied control, the note continued, and it was hoped the Germans also would lay down their arms.

The arrival of the British battalions on the way could only have the effect of improving the situation, in the opinion of the French government, and it considered the work of the Supreme Council ought in the mean time to be suspended until by an examination into the situation by a committee of experts who would present a report to the Council on the problem.

The meeting of the Council, in the view of the French government, it was added, should be held when order was restored in accordance with treaty and when the report of the experts had been handed in.

**Compromise Rule Proposed**

A dispatch to the Asahi from Vladivostok announces that the Japanese command has invited the leaders of the various contending governments, and also representatives of the Chinese government, to confer with a view of organizing a new compromise democratic government instead of an anti-Soviet regime. The result of the suggestion has not yet been announced. The Kappell leaders, it is added, are dissatisfied with the attitude of the Japanese.

According to advices from the Japanese gendarmerie in Vladivostok, another version of the developments declares the Japanese dissolved the new reactionary government and that the leaders of the new government, although they will support the new militia, will not take any part in a movement to organize another government.

James F. Abbott, commercial attaché, and Major W. J. Davis, military attaché of the American Embassy in Tokyo, who are in Siberia on a visit to the headquarters of the China government, were in Vladivostok yesterday, the disturbances. It had been reported they were on their way back from China, but the latest advices state they are still in that city, where they arrived May 20.

**Sure Relief**

**BELLANS FOR INDIGESTION**

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**Reds to Lease All Factories To Old Owners**

(Continued from page one)

thought that the organization of a socialist state was possible in three years they were dreamers. Freedom of economic relations means free trade and free trade signifies a return to capitalism. A practical solution of this problem is most difficult, but must be found.

On April 23 M. Lomoff, chairman of the committee on concessions of the Russian Supreme Council, admitted that the Soviet government had radically changed its policy on concessions and was drifting straight toward capitalism, which for three years, it has sought to destroy as Russia's worst enemy.

Foreign trade agreements have failed to bring relief to Russia, principally as the result of graft by Soviet agents themselves according to recent dispatches. Bolshevik trade commissioners have profited heavily at the expense of the Soviet administration, with the result that practically no commerce is being carried on between Great Britain and Russia or with other countries, with which the Bolsheviks have trade contacts.

**Navy Storehouse Near Granite State Burns**

Fire that started after midnight this morning in the paint storehouse at the entrance of the Naval Reserve headquarters, Ninety-seventh Street and North River, destroyed the storehouse structure and damaged stores to the value of \$50,000.

The fire started less than 150 feet from the wreck of the frigate Granite State, which caught fire and burned the water's edge last week. It was discovered by Chief Electrician Charles Holmberg, who aroused twenty-four men asleep in the nearby barracks.

Assisted by these men, Chief Carpenter James Robinson, Holmberg got a line of hose in action and had the blaze under control when the first fire company arrived. At that moment an explosion of fifty gallons of gasoline stored in the paintroom gave new impetus to the blaze, but it was controlled soon after.

Fifteen pieces, property of Douglas Rixby, a sailor aboard the Granite State, who saved them at the time of the ship's burning, were asphyxiated. The office of the deck inspector, which adjoined the burned structure and is also of wood, was damaged slightly.

**Damage to House of Lords**

**By Air Raids Still Unrepaired**

LONDON, May 10 (By Mail).—The British House of Lords has a grievance, according to The London Morning Post, in the failure to repair damage done to the House during the war. During an air raid on the House of Lords, shrapnel struck one of the windows and broke it.

It was one of the windows representing the royal line of Scotland before the war, and the damage was not repaired. The House of Lords has a grievance, according to The London Morning Post, in the failure to repair damage done to the House during the war. During an air raid on the House of Lords, shrapnel struck one of the windows and broke it.

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GOWNS - DRESSES COATS - SUITS BLOUSES - HATS - FURS

HIGHLY DESIRABLE SPORT CLOTHES WILL BE INCLUDED

REDUCTIONS OF ONE-THIRD TO ONE-HALF

## Allies May Yet Aid Greeks to Subdue Turks

**Hanging as Spy of British-Indian Subject Throws the Near Eastern Situation Again Into Confusion**

## Red Domination a Factor

**Nationalists Are Alarmed by Presence in Syria of a French Army of 90,000**

CONSTANTINOPLE, May 29 (By The Associated Press).—With Moscow dominating the Turkish Nationalist policy, as appears from recent developments, the whole Near Eastern political situation has again been thrown into confusion, with the possibility appearing that France and Great Britain may decide to stand back to some extent of the Greek campaign against Mustafa Kemal Pasha's forces.

The crisis has been accentuated by the execution in Ankara, the Turkish Nationalist capital, of the British Indian subject, Mustapha Sahir, hanged as a spy, as told in Ankara dispatches of May 27, before the execution the Turks were warned in addition to rousing the British the carrying out of the death sentence upon this British Indian would injuriously affect the Turkish Nationalist cause in India.

Mustapha Sahir was sent to Ankara by the British with the idea of improving relations between Great Britain and the Turks. It is asserted here that he was tortured into a false confession, with the promise that his life would be spared, but that Russian Bolshevik influences were successfully exerted to secure his being hanged.

As for the French, who have objected decidedly to the recent Turkish Nationalist proposals for revision of the Franco-Turkish agreement, the army of some 80,000 which the French have in Syria is causing alarm to the Nationalists, in view of the recent developments, and they have instructed Munir Bey, who is now in Beirut, to try to gain time in the negotiations, and to establish a connection with the French to make a new offer of Alexandretta to the French.

**Semenoff May Take Vladivostok Command**

**Cossack Leader Is Reported on Way From Port Arthur to Direct Anti-Bolshevik Army**

TOKIO, May 29 (By The Associated Press).—Conditions at Vladivostok, which was seized Thursday by troops formerly under the command of the late General Kappell, an anti-Bolshevik force, are still in an unsettled state, according to advices from American sources received here. There was a half hour's fighting between the opposing factions Friday morning, but at noon the Japanese disarmed the belligerents and quartered them in the police barracks. The total casualties up to Friday were given as twenty.

According to Japanese newspaper dispatches, some of the members of the former government have taken refuge on an American cruiser. The leader, M. Antanoff, however, and the representative in Vladivostok of the Chita government fled to the Japanese headquarters. A part of the city is still under control of the troops of the Far Eastern republic. Mr. Antanoff, the head of the new government, announced that he would demand that the Japanese disarm these troops, in accordance with the Russo-Japanese agreement, and that if the Japanese did not comply the new government would resort to fighting.

A Japanese army proclamation announced the disarmament of the anti-Bolshevik forces, and that political offenders would not be permitted.

**Semenoff May Take Command**

It is reported that General Semenov, the Cossack anti-Bolshevik leader, who has not been in the field for some time, is intended to go to Vladivostok from Port Arthur to direct the new movement.

The Vladivostok rising is characterized by the Jiji Shimpo as a purely reactionary movement, restating the expected Japanese evacuation of Siberia, and it doubts the permanency of the new regime.

Friday's fighting is alluded to in a Japanese army communiqué issued yesterday, which says:

"As the result of the disarmament of the militia at Vladivostok by the Japanese army, considerable uneasiness has existed there since yesterday. The Japanese suggested that the various autonomous bodies organize a special militia corps and cooperate in maintaining order."

"Yesterday morning shots were exchanged between the old militia and the Kappell troops, the former opening an offensive in the eastern section of the city in violation of the permit given them by the Japanese authorities. They did not attack the Kappell forces. The hostilities were soon stopped by Japanese troops."

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**U. S. Communists Weak, Lenin's Minister Says**

**Little Strength in England Also, but "Great Success" in France and Balkans**

WASHINGTON, May 29.—In reviewing progress of the Third Internationale throughout the world, M. Zinoviev, minister of communications in the Lenin cabinet, in a recent speech in Moscow, stated that in America and Great Britain the Communist party was "very weak," but characterized it as a "great success" in France and as strong in Czechoslovakia, the Balkans and in Scandinavia, according to advices reaching official circles here.

Zinoviev was more non-committal with regard to conditions in Germany where he represented a split between factions to have weakened the cause. A similar condition, he added, was true in Italy where the situation was declared to be particularly complicated in view of the fact that the Italian Socialist Party was "one of the best in the world."

**W. B. Vanderbilt Now Said To Be on His Way to London**

RIGA, May 29.—Reval advices say that Washington B. Vanderbilt, who has been representing American commercial interests, is not going to Moscow.

He sailed on Thursday for London on the Anglo-Baltic liner Baltica. It is understood, with the consent of the British authorities at Reval, though without an American passport.

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